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60

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. History of Meszhart.

The Hungarian-Soviet Navigation Company (Meszhart) was established in 1946 and took over the property (including ships) of the former Austro-Hungarian Danube Steamship Company (DDSG) when the former Austrian branch was declared to be German property by the Soviets and was expropriated for their use. In the new company the Soviets have retained control over 51% of the stock and the Hungarians over the remaining 49%. The Hungarian River and Sea Navigation Company (Mefter), a lesser branch of Meszhart and a part of which the Soviets also controlled, was joined to Meszhart in 1948 by a Hungarian Government decree. Now there remains, beside Meszhart, only the Balaton Steamship Co. (BHRT) which transports passengers only on Lake Balatan, is under control of the National Railroads, and is, in comparison to Meszhart, relatively unimportant. Both companies are subordinate, technically and organization-wise, to the Central Office of the Transport and Mail Ministry.

2. Location.

The management of Meszhart is located in what was formerly the administration building of the Mefter: Budapest IV, Apácai-Cseri-János-ut. 11 (formerly the Maria-Valeria ut.).

3. Personnel.

The General Director is a Soviet citizen and engineer, Vladimir Krutikov. As a rule, the post of general director changes once or twice a year. The Deputy Director's post is held by the one-time Chief of the Personnel Division of the DDSG, Mihály Pataki. Party Secretary of Meszhart is József Nagy. an AVH major. The present Chief of the Personnel Division is an AVH officer, János Kovács.

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- 2 -

4. Organization.

a. The Director General's Office consists of the following divisions:

- 1) Personnel Division
- 2) Administrative Division
- 3) Finance Division
- 4) Technical Division
- 5) Supply Division

b. The ships of Meszhart are divided into five groups:

- 1) Danube River and Sea-going Ships
- 2) Motor Ships
- 3) Diesel and Electric Motor Ships (Tugs)
- 4) Steam Tugs
- 5) Propeller-driven Ships

5. Ships.a. Danube River and Sea-going Ships .

In this group are included the largest ships belonging to the company. They are equipped with diesel motors and are seaworthy. They are as follows:

M.S. BUDAPEST	1200 tons	460 HP diesel
M.S. SZEGED	2000 tons	800 HP diesel
M.S. DEBRECEN	2000 tons	800 HP diesel
M.S. TISZA	1100 tons	460 HP diesel

During the next three years it is planned to build six more motor-ships of the same class as those listed above. Three of the new ships will be of the TISZA class with a gross displacement of 1100 tons and three of a larger construction with a gross displacement of 2300 tons each.

b. Danube River Motor Ships.

To this group belong the following ships:

M.S. LEHEL	400 tons	800 HP
M.S. ETELE	400 "	800 "
M.S. MAGYAR	400 "	800 "
M.S. HUNOR	400 "	800 "
M.S. BUDA	400 "	800 "
M.S. ELOD	400 "	800 "
M.S. BAJA	300 "	240 "
M.S. GONYU	300 "	240 "
M.S. M-11	250 "	120 "
M.S. M-1	120 "	120 "

c. Tugboats.

Some of these boats have diesel motors and some have electric motors. They are all driven by side-mounted paddlewheels. Those boats driven by electric motors, which in turn are powered by three 400 HP diesel motors, are the following:

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- 3 -

BAROSS	1200 HP
SZECHENYI	1200 "

Driven by diesel motors are the paddlewheeled boats below:

ESZTERGOM	1100 HP
MOHACS	800 "
GYOR	800 "
SZAMOS	350 "

The MAROS, a sistership of the SZAMOS, has been renamed the JAROSLAV and now flies the Soviet flag.

Powered by a gasoline motor:

BADACSONY	80 HP
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d. Steam Tugs.

Powered by coal-fired motors and paddlewheels:

BIHAR	2 stacks	720 HP
TOHOTOM	2 "	750 "
HALADAS	2 "	650 "
BEKE	2 "	650 "
KEKES	2 "	650 "
SZIGLIGET	1 stack	550 "
TIHANY	1 "	550 "
KELET	1 "	300 "
VASARHELYI PÁL	1 "	240 "
ZOLTAN	1 "	240 "
SAJO	1 "	220 "
RÁBA	1 "	220 "
KÖRÖS	1 "	220 "
GARAM	1 "	220 "
IPOLY	1 "	110 "
CSABA	1 "	110 "

In addition to the above there are also the RÁKOSI MÁTYÁS, DÉLIBÁB, and M-III which use the Tisza River and about which no further information is available.

e. Propeller Driven Ships.

These are light merchandise-transport vessels with screw propellers. They ply the Körös River between its mouth and Békésszentandrás and comprise a total of two or three ships.

f. Towboats.

The Meszharth presently has more than 250 towboats. These can be broken down approximately as follows:

20 towboats of 1000 tons
180 towboats of 700 tons
50 towboats of 250 to 500 tons

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- 4 -

6. Ship Radios.

The ships of Meszhart are, with the exception of the first four named sea-going vessels, not equipped with radios. Reports indicate that it is planned to have the ships equipped with radios by early 1954. In this manner central coordination and control of the shipping traffic will be made possible. This control has heretofore been carried out by the radio equipped Port Command which is in constant touch with the AVH Central Office. There are five such port commands: in Budapest, Szob, Gonyu, Mohács, and Szeged.

7. Waterways.

- a. The main traffic of Meszhart is on the Danube which as a shipping artery is again open and navigable throughout Hungary. Dredging is being undertaken, particularly in the areas north of Budapest near God and south of Hárossziget where the dredgings are being dumped.
- b. On the other hand, the traffic on the Tisza River is insignificant and dependent on the season. Traffic here is limited to freight between Tokaj and Szeged and in the summer to passenger traffic between Tisza-Bura and Szolnok; Szolnok and Csongrád; and Csongrád and Szeged. Furthermore, the Körös (a tributary of the Tisza) carries flat-bottomed boats as far upstream as Gyoma. Near Békésszentandrás is a dam which supplies water to many canals. At present this canal network is not navigable but work is to be undertaken to remedy this.
- c. On Lake Balaton the traffic is open only during the summer and as already mentioned, is preponderantly passenger traffic. Meszhart is also planning a route along the Sió Canal between Lake Balaton and Szekszárd near the Danube. In spite of considerable work, however, this canal is not yet ready for traffic. Ships of between 100 and 120 tons are to be able to use this waterway.

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